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10 MR. HALSTEAD: For the record, I'm Bob Halstead,
11 NOV 09 1999 transportation advisor for the Nevada Agency for Nuclear
12 Projects.

13 I request that my prepared comments be entered in
14 the record as if read in their entirety. I'd like my spoken
15 comments to be entered as a supplement to my prepared
16 statement, and for those of you who are interested, there are
17 copies of our prepared statement against the wall, and I'd like
18 to say to Mayor Phillips, it's a personal pleasure for me to be
19 in your community as it always is, and I appreciate the fact
20 that there's a nice turnout at this meeting, considering that
21 it is scheduled for a time when a lot of folks have to be at
22 work or taking a late lunch hour.

23 Now the Nevada Agency for Nuclear Projects plans
24 to submit detailed written comments on all transportation
25 issues related to the repository.

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1 We're going to have our draft comments prepared
2 about December 20th, and they'll be accessible by computer on
3 our Website so that folks who want to see them and see if they
4 agree with them or use them in their comments can access them.

5 I realize that computers that aren't available to
6 everybody, so those of you that don't have one, think about
7 your library or the impact staff offices at -- at the City and
8 so forth, but people who need a written copy can get in touch
9 with us at 775-687-3744, and I'm sorry. We have an 800 number,
10 but I don't ever get to call it, so I don't know it, and we'll
11 be happy to send you written copies.

12 Now the way we're addressing the transportation
13 issue, because of the five-minute limit and I've spent about a
14 minute of my 5 getting --

15 MR. LAWSON: How many?

16 MR. HALSTEAD: How far am I?

17 The way we've done transportation is to break it
18 into separate topics and address each one in a forum where we
19 think it would be of great interest to the people involved.

20 Some of the past hearings, we've looked at
21 transportation routes, legal weight trucks and the issue of
22 vulnerability to terrorism in sabotage.

23 In upcoming meetings, we're going to look at rail
24 spur construction and operation, severe accidents, impacts on
25 Native American lands and cultural resources and perceived

1 risks.

2 Today, I think this is an appropriate place to
3 discuss it. Our focus is heavy-haul truck transportation.

4 Let me cut to the -- to the quick on this. We
5 tried to have a reasonable civil debate with the Department of
6 Energy over most of these transportation issues, and some
7 things I'm going to say in this statement and maybe later this
8 morning and the session this evening are going to sound
9 terribly harsh, I'm afraid.

10 [The bottom line is State of Nevada thinks heavy-
11 haul truck transport over long distances through mountainous
12 terrain of highly dangerous spent nuclear fuel waste and
13 high-level waste is a stupid idea. We might as well lay it
14 out.

15 We said this in our scoping comments. We are on
16 record advocating, if it is necessary, and we cannot defeat
17 this proposal for repository, that shipments be made by rail
18 under certain protocols that make that the least bad option,
19 but heavy-haul truck transportation is not a good option, and
20 for the Draft Environmental Impact Statement to treat it as it
21 were a viable option skews the whole debate over Yucca Mountain
22 and will result, we fear, in a bad policy decision.]

23 And that's why it's important to read the Draft
24 EIS closely because a description of heavy-haul transportation
25 isn't all in one place. It's spread through a bunch of

1 different places. If you look at my statement, the footnotes
2 are in there.

3 I'd like to make for the record eight points now
4 and I'll flush them out with some details later.

5 First, the Draft EIS fails to demonstrate the
6 feasibility of heavy-haul truck transportation. Now there's a
7 lot of experience in this country and the rest of the world
8 with moving all kinds of nuclear materials, and we can debate
9 whether the safety record is relevant or not, but one thing is
10 not a matter of debate: No experience in the US and only a
11 little bit of limited experience in Europe with the type of
12 heavy-haul truck transport that's being proposed here.

13 As far as what we do in Nevada for heavy-haul
14 shipments of other types of materials, some of you know for
15 example about the big mining autoclaves that were moved to Twin
16 Creeks.

17 Over the last three years, we've only permitted
18 two movements of mining equipment that have rigs equivalent to
19 the size of these heavy-haul trucks.

2 20 Secondly, the discussion of operations in the
21 Draft EIS is deficient, and again we can go through this in
22 great detail.

23 Understand the trailer is as long as two-thirds
24 of a football field, okay, with -- with tractor in front and
25 back. When you put the escort vehicles on it, we estimate

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continued

1 you're talking about a type convoy 350 feet long.

2 That's something to put on your roads. It has
3 both safety and perceived risk impacts, and we're not sure that
4 it's feasible, but we're certain that DOE has not done a good
5 job of assessing the impacts, and again I've listed a number
6 here.

7 Just one. They assume they're going to operate
8 as an average speed of 20 to 30 miles per hour. We think it's
9 more likely to be 10 to 15 miles per hour.

10 That has major ramifications for impacts on
11 traffic flows and safety and it means that any of these routes
12 are going to need overnight parking stations and maybe two
13 overnight parking stations on the longer Caliente and Chalk
14 Mountain routes.

15 Three --

16 MR. LAWSON: Mr. Halstead, you're at six minutes
17 at this point. Now --

18 MR. HALSTEAD: Okay.

19 MR. LAWSON: You have a couple of options.

20 MR. HALSTEAD: All right.

21 MR. LAWSON: Do you want to list the rest of the
22 eight points?

23 MR. HALSTEAD: No, I wanted to set up the
24 discussion and I think it was important, as I said, to talk
25 about some of the policy issues.

1 I will happily wait until we've heard in other
2 speakers and then we'll talk about the safety issues and we'll
3 talk in detail about some of the reasons why the State feels
4 that the Caliente/Chalk Mountain route should be dropped
5 immediately from consideration.

6 Thank you.

7 MR. LAWSON: I appreciate you ceding your time.
8 We'll make sure that you have a chance to follow up on that.

9 Mr. Dilger? Is it Dilger or Dilger?

10 MR. DILGER: Dilger.

11 MR. LAWSON: And then Louis Benezette and then
12 Marshall Dunham.